DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

28 MAY 1952

24-185

Received from OSI
Date: 6/5/52

Honorable J. Edgar Hoover
Director, Federal Bureau of Investigation
U. S. Department of Justice
Washington 25, D. C.

ATTN: Mr. N. W. Pollicox, Liaison Agent

RE: Unidentified Aerial Object Sighted General Area Ritchie Highway, South Baltimore, Maryland, 10:45 PM, 29 Mar 52 by Donald Stewart, 2241 Warren Avenue, Baltimore, Maryland

Dear Sir:

There is attached for your information a copy of a report by Special Agent Boyce Royal of this office dated May 12, 1952, in regard to the captioned subject. [redacted]

No further inquiry into this matter is contemplated by the Office of Special Investigations.

Sincerely,

Gilbert R. Levy

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

1 Incl
Rpt by SA Royal dtd 12 May 52

1 xerox copy to BA without glass encls by let sec 105-112624 mar 7/30/62

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EX-130

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CONFIDENTIAL
SECURITY INFORMATION

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-411

DATE MAY 12 1952

REPORT MADE BY BOYCE ROYAL, S/A hr

REPORT MADE AT DO #4, Bolling AFB

PERIOD 10, 11, 12 May 1952

OFFICE OF ORIGIN Hq. OSI

STATUS RUC

TITLE

UNKNOWN SUBJECT:
Sighting of Unidentified Aerial Object, Ritchie Highway, SO. Baltimore, Maryland, 29 March 1952

CHARACTER SPECIAL INQUIRY

Unauthorized disclosure of information contained in this report is prohibited and will be considered a violation of AFR 205-1 and AFR 205-6, paragraph 11.

REFERENCE Telephone message CI Division Hq. OSI, 9 May 1952

SYNOPSIS

Investigation requested by Hq. OSI predicated on information received from Air Technical Intelligence Center, Wright Patterson AFB that DONALD STEWART and (FNU) TYLER had observed unconventional type aircraft on 29 March 1952 in the vicinity of Baltimore, Maryland. Information relayed to Air Technical Intelligence Center, Wright Patterson AFB by ULIUS LOUIS AMOSS who received it from LOU CORBIN, a news commentator, employed by station WFBR, Baltimore, Md. CORBIN interviewed, furnished information that DONALD STEWART, [redacted] and GEORGE TYLER III, [redacted], had been interviewed by him on 24 and 27 April 1952 and had reported sighting a disc-like aircraft at approximately 2045 hours, 29 March 1952 on Ritchie Highway near the intersection of US Route 301; that automobile engine stopped and paint cracked as aircraft hovered 200 feet above car. STEWART interviewed and related substantially the same story which he had given CORBIN previously. RAY FOX, Engineer, Westinghouse Electric Corporation, Baltimore, Md, interviewed, advised he had made complete examination of STEWART's vehicle at request of CORBIN; including examination with geiger counter and determined no unusual defects. AMOSS interviewed, stated had no direct knowledge of incident and had merely relayed information furnished him by CORBIN; advised that several residents, Gibson Island, Maryland had heard unusual noises but none had observed any such aircraft. TYLER interviewed and confirmed statement given by STEWART however, upon reinterview, admitted that he had not been with STEWART at the time of the alleged sighting, and had not seen any such aircraft; advised that STEWART had asked him to tell that story and that he had done so. Interviews conducted along Ritchie Highway in vicinity of location where aircraft

b7c

DISTRIBUTION

Hq. OSI (action)	4
File	2

ACTION COPY FORWARDED TO

FILE STAMP

APPROVED

Donald B. White
DONALD B. WHITE
Colonel, USAF
District Commander.

62-83894-278

AFHQ FORM 15 JAN 49 0-208 Replaces AFOSI Form 4, 23 Jul 48, which may be used.

SECURITY INFORMATION CONFIDENTIAL

SYNOPSIS (Cont'd

was allegedly sighted indicated no knowledge of any such craft. Anne Arundel County Police Department had no record of reports of described aircraft. STEWART in reinterview reaffirmed sighting and that TYLER had been with him at the time and had seen the aircraft. File checks re STEWART at local police agencies negative. b7C

[redacted] FBI check re TYLER, CORBIN, AMISS negative.

SECURITY INFORMATION--CONFIDENTIAL

DETAILS:

1. This investigation was initiated upon a request from Headquarters OSI on 9 May 1952 from Lt. Col. LUCIUS L. FREE, predicated upon information received from Lt. Col. RAY W. TAYLOR, Air Technical Intelligence Center, Wright-Patterson Air Force Base, to the effect that Col. TAYLOR had received information regarding an unidentified aircraft which was reported to have been seen at 2245 hours, 29 March 1952, on Ritchie Highway, south of Baltimore, Maryland. Air Technical Intelligence Center advised that the information had been received from ULIUS LOUIS AMOSS, a civilian.

2. This is a joint investigation of Special Agents CLIFFORD P. JONES, OLIVER R. WEATHERHOLT, and the writer.

AT WASHINGTON, D. C.

3. On 10 May 1952 Lt. Col. LUCIUS L. FREE, Headquarters OSI, was interviewed and furnished the writer with a copy of a TWX received from the Air Intelligence Center, Wright-Patterson AFB. Information contained in the TWX is summarized as follows:

The TWX represents a copy of a letter to the Commanding General, Project Blue Book, from ULIUS LOUIS AMOSS, [redacted] dated 24 April 1952. The letter stated that one DONALD STEWART, residing at [redacted], had observed an unconvential type aircraft on 29 March 1952. Present with him at the time of this observation was one FNU TYLER, believed to be a seventeen year old (17) high school student. The aircraft was allegedly observed while STEWART and TYLER were driving north on Ritchie Highway, approaching Baltimore, Maryland. It was described as shaped like a large pancake and was alleged to have hovered over the automobile, killing the engine. The letter also advised that STEWART had been interviewed by a LOU CORBIN, a radio announcer of WFBR, Baltimore radio station. CORBIN was described as a reserve CIC officer. The letter also stated that a GEORGE MASON and son, JOHN MASON, alleged to reside on [redacted], had also seen such an aircraft. A NELSON STRIEKCIRUT and wife, and a Mrs. SALLY SYMINGTON HENDERSON and Judge and Mrs. HENDERSON were all said to have heard an aerial noise on 19 April 1952 at approximately 2300 hours. The Glenn Burnie Police were said to have had many similar incidents reported but laughed them off.

b7C

AT BALTIMORE, MARYLAND

4. On 10 May 1952 Mr. HUBERT KEITH, U. S. Weather Bureau, International Friendship Airport, Baltimore, Maryland, advised that the weather map for 2226 hours, 29 March 1952, indicated clear sky, NNW winds - eight (8) miles per hour; at 2256 hours, 29 March 1952, partly

SECURITY INFORMATION--[redacted]

cloudy, NNE wind - twelve (12) miles per hour; winds aloft at one thousand (1000) feet, NNE - sixteen (16) miles per hour.

5. On 10 May 1952 Mr. LOUIS E. CORBIN was interviewed at radio station WFBR in Baltimore, Maryland, and stated in substance as follows:

b7C

Mr. CORBIN advised that he had received information in the latter part of April to the effect that a DONALD F. STEWART, residing at [redacted], had, while accompanied by Mr. GEORGE S. TYLER III, observed a strange appearing aircraft on 29 March 1952. Mr. CORBIN indicated that the source of his information had been a newspaper reporter for one of the local newspapers, whose name he did not divulge. CORBIN related that he had for some time been interested in the "flying saucer situation", and that it had been his intention to write a documentary program for broadcast concerning that subject. He said further that inasmuch as the above incident was the first one to be brought to his attention within that area, he determined to investigate it.

On 24 April 1952 CORBIN interviewed Mr. DONALD F. STEWART and ascertained that he was employed as a clerk by the Baltimore & Ohio Railroad. He further ascertained that the date of observation was 29 March 1952; place, Ritchie Highway near the harness track; time, 10:45 PM; weather, clear; moon and stars out; approximate length of observation, two (2) minutes; estimated altitude, two hundred (200) feet. CORBIN obtained the details of the incident and set them down in a chronological order. A photostatic reproduction of the information obtained in that interview is being forwarded as an inclosure to this report. CORBIN also interviewed Mr. GEORGE S. TYLER III relative to the above incident and made a similar writing, a photostatic reproduction of which is being forwarded as an inclosure to this report.

CORBIN advised the writer that he was acquainted with the editor of a civilian intelligence bulletin, Mr. ULIUS LOUIS AMOSS, to whom he communicated the above information. Mr. CORBIN further advised that he would not release any of the information publicly and did not intend to do so until such time as the authorities completed investigation of the incident. CORBIN related that when he had called the Anne Arundel County Police they had informed him that they had had numerous reports of that nature but had passed them off as harmless. CORBIN stated that he had had a friend of his, RAYMOND FOX, conduct a scientific examination of STEWART's automobile for the purpose of determining any unusual characteristics which might have been present. CORBIN advised that he was not a reserve CIC officer; however, he related that he had been an intelligence officer with the staff of General GEORGE S. PATTON in Europe and that he presently holds an inactive reserve commission as lieutenant colonel, O-375086.

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Mr. COR[illegible], during the course of the inte[illegible]iew, made no mention of GEORGE or JOHN MASON, and when specifically questioned with regards to the two above individuals, he said that he did not recall either.

6. On 10 May 1952 the records of the FBI Field Office, Baltimore, Maryland, were reviewed and reflected that [redacted] b7

[redacted], No information concerning reports of unconvential aircraft sighted during the past two (2) years were on record at the FBI Field Office.

7. Mr. DONALD FRANKLIN STEWART was interviewed at his residence, [redacted] on 10 May 1952, and with reference to the incident in instant case, he related in substance as follows: b7

STEWART, accompanied by his friend, GEORGE TYLER, were returning to Baltimore from Glenn Burnie, Maryland, via the Ritchie Highway, on 29 March 1952. They were in a 1949 Anglia Vampire, an English car, and were proceeding in a northerly direction, having just left a Howard Johnson Restaurant adjacent to the intersection of Ritchie Highway and U. S. Highway #301. While approximately opposite a harness track five hundred (500) yards north of the above named intersection, STEWART related, he observed a strange looking aircraft appearing on the horizon ahead of his automobile. STEWART described the aircraft as being a flat disk with a cupola or dome in the center of one side. He described the dome as having what appeared to be a small porthole on one side and the shadowy outline of what appeared to be a "hatch, similar to those found on a ship". He stated that this craft approached his vehicle from a northeasterly direction and hovered above his automobile.

He further described the object as being of a luminous silver color and emitting bright lights around the edges similar to neon tubing of high brilliance. He stated that at the time the incident occurred [redacted] he left the automobile and walked around the car several times [redacted] He advised that his companion, TYLER, remained in the automobile [redacted] b7

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STEWART stated that when the aircraft came to rest above his automobile, it appeared to be "at least fifty feet (50) in diameter, and wavered slightly." While in sight the aircraft gave off a sound similar to that of a vacuum cleaner. STEWART averred that the aircraft maintained its position above the automobile for approximately three (3) minutes and then turned on its edge, thereby presenting its flat surface to his vision, and appeared to roll across the sky at a terrific rate of speed, greater than that of a jet plane. STEWART estimated the horizon to the southwest of his vision, towards which the object was traveling, as approximately three and one-half (3½) miles from his position, and that the object as it disappeared across the horizon was approximately the dimension of a five (5) inch disk held at arm's length. He advised that when the object first appeared, it appeared to be at an angle to the horizon of fifty (50) degrees, and as he was proceeding north it appeared on the northeast horizon on the crest of a hill. He also advised that during the period the object was in his vision he noticed no sign of activity within it and discerned no odor from it.

STEWART advised that during the time of the above observation of the aircraft there was only one other automobile in the immediate vicinity. He described this to be a 1948 Pontiac convertible, yellow, with 1952 Maryland license plates, the first three (3) digits of which were six-zero-zero (600). He related that the car was apparently occupied by a man and a woman and that the man had dismounted his automobile and was looking at the aircraft, but that upon being hailed by STEWART, had returned to his automobile and driven off rapidly. It was Mr. STEWART's opinion that he did so upon seeing the aforementioned [redacted] Mr. STEWART informed the writer that he was not addicted to or a casual indulger of any form of alcoholic beverages and was not under such influence at the time of the sighting. He further advised that he wore glasses only for purposes of reading and that the only obstruction to his observation of the above described aircraft was the windshield of his automobile when first sighted; however, when he emerged from the automobile he was able to observe the aircraft without any trouble.

b7c

STEWART contended that the above incident had a singular effect upon his automobile in that it killed the motor and apparently magnetized its wiring. He also stated that the above incident had resulted in the paint on his car cracking.

AGENT'S NOTE: An inspection of STEWART's automobile revealed that it had been recently painted.

It was ascertained from STEWART that his hobbies were the collection and handling of weapons, American History, and that his avocation was politics. He stated that he had been active in the political candidacy of a senatorial contestant of the State of Maryland and was currently leader of the political club supporting the above mentioned candidate in his ward. He advised that on the night of the

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above incident he had been engaged in distributing campaign literature with reference to the above campaigning in Glenn Burnie, Maryland, and was returning to Baltimore when he observed the aircraft. During the course of the above interview STEWART appeared calm and answered all questions without hesitation and when subjected to requestioning, did not change his statements in any particular.

AT BALTIMORE, MARYLAND

8. Mr. LOUIS GITEOS, [redacted], was interviewed on 10 May 1952, and stated that he has known STEWART all his life and has found no fault with him. GITEOS advised that STEWART comes from a good family and he would recommend him for a position of trust. GITEOS stated that he does not believe STEWART has ever been in trouble with the police. b7C

9. Miss MARY HOOVER, [redacted], was interviewed on 10 May 1952 and stated that STEWART "shoots a lot of bull", usually bragging about himself and his accomplishments. Outside of talking too much, HOOVER believes that STEWART is honest, makes a good impression, does not drink, a good worker, and loyal to the government. She would recommend STEWART for a position of trust, but stated that she did not believe he could keep a secret. b7C

10. Mrs. LOUIS GITEOS, [redacted], was interviewed on 10 May 1952 and stated that STEWART talks too much and likes to exaggerate. Other than that, Mrs. GITEOS would recommend STEWART for a position of trust. She considers him honest, loyal, and a good boy. b7C

11. Mr. RAYMOND FOX, Project Engineer, Engineering Department, Radioactive Detection Division, Westinghouse Electric Corporation, Baltimore, Maryland, was interviewed at the Maryland Yacht Club on 10 May 1952, and advised that during the latter part of April 1952 he examined the automobile described in the above paragraph with a geiger counter and could detect no radioactive reaction. He also stated that he examined the engine and all working parts of the automobile and was unable to detect any unusual defects or characteristics. He stated that the automobile had been repainted and that he was inclined to disbelieve the incident as it was related to him.

AT FERNDALE, MARYLAND

12. On 10 May 1952 Officer J. L. GAVIN, Anne Arundel County Police Department, Ritchie Highway Sub-Station, advised that the only report relative to instant investigation that he was aware of as being received by the department was purported to have been an observation during the latter part of March by the bridge keeper, Curtis Bay Bridge, Curtis Bay, Maryland. Officer GAVIN volunteered that the proximity of that area to the Aberdeen Proving Grounds resulted in frequent noises of explosions

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and that the police department had many calls of inquiry but that they all, with the above exception, were reports of noise and not of the sighting of any such aircraft. Officer GAVIN stated that in his opinion it was highly unlikely that an automobile could stop for a period of three (3) minutes on a Saturday night, as during the time of the alleged incident, without several other vehicles passing by. He gave as his reasons that Ritchie Highway was an arterial highway for several outlying districts of Baltimore as well as being a portion of the north-south route from Baltimore to the Potomac Bridge, and that traffic was usually frequent at all times, and especially so during that part of the evening on weekends.

AT GIBSON ISLAND, MARYLAND

13. ULYSSES LOUIS AMOSS, Colonel, USA, Retired, residing at [redacted] was interviewed on 11 May 1952 with reference to his knowledge of above alleged sighting of an unconventional aircraft. He stated in substance that his knowledge was third-hand and therefore he was not in a position to give detailed information. He advised that he was informed of the above incident by CORBIN who, in addition to the information set forth above, had told him that a GEORGE MASON and his son, JOHN MASON, purported to reside on [redacted] also had information with reference to instant incident. b7C

AMOSS stated that the residents of [redacted] frequently heard noises in the night, reported like that produced by a large formation of conventional aircraft. Col. AMOSS described this noise as of a magnitude and intensity similar to a major bombing group of at least one hundred (100) planes. He advised that Mr. and Mrs. NELSON STINCHCOMB (whom he previously reported as STRIEKCIRUT), and Judge and Mrs. HENDERSON, Sr., and Mrs. SALLY HENDERSON SYMINGTON had all reported loud noises of the above type on the night of Saturday, 19 April 1952, and that he had included this information in his letter to General ACKERMAN only as miscellaneous data. He related that the noises occurred nightly but were particularly intense on Thursday nights. b7C

Col. AMOSS informed the writer that he had attempted to locate GEORGE and JOHN MASON but had been unable to contact them. He stated that there was no street designated [redacted] and that the nearest approximation of that name was [redacted] He further stated that there was only one residence on [redacted] and that residence was presently occupied by a Mr. GEORGE REA, whom he was unable to contact. b7C

14. Attempts by the writer to interview individuals named in the preceding paragraph met with negative results.

SECURITY INFORMATION--[redacted]

AT GLEN [illegible] E, MARYLAND

15. Mr. ROBERT MEADOWS, Proprietor of a Shell Service Station, located at 1501 Ritchie Highway, approximately three hundred (300) yards north of the intersection of Ritchie Highway and U. S. Route #301, was interviewed on 11 May 1952, and advised that to the best of his recollection he had been on duty in the station on the night the above incident was said to have occurred, and that to his knowledge no such incident took place. MEADOWS related that had the aircraft traveled in the direction as alleged, he would surely have observed it; or if he had not been on duty that night, he would surely have been informed of the incident by the man who had been on duty at the time. MEADOWS informed the writer that it was highly unlikely in his opinion that any three (3) minute period could elapse without the passage of several automobiles at the time the above incident was alleged to have occurred.

16. Mr. WILLIAM ROKLECKE, Jr., employee of Howard Johnson Restaurant, located at the intersection of Ritchie Highway and U. S. Route #301, was interviewed on 11 May 1952 and advised that he had no knowledge of the above incident.

AT CURTIS BAY, MARYLAND

17. Mr. WAHLEN HOLLINS, Drawbridge Operator, Curtis Bay Bridge, was interviewed on 11 May 1952 and advised that he is the regular drawbridge operator on the Curtis Bay Bridge on the 1600 hours to 2400 hours shift. HOLLINS stated he was on duty the evening of the 29th of March 1952 and that he had not observed, nor ever observed, any unconventional aircraft. HOLLINS further advised that he did not make a report to the Anne Arundale Police Department of such an incident.

AT BALTIMORE, MARYLAND

18. On 11 May 1952 Mr. GEORGE S. TYLER III, aged sixteen (16), [redacted] was interviewed at 1030 hours and repeated the same story as he related to CORBIN. One variance in the story was that the car engine did not stop until after STEWART and TYLER had gotten out. b7C

19. GEORGE S. TYLER, Jr., father of GEORGE S. TYLER III, was interviewed on 11 May 1952 and stated that [redacted] he believes the story is made up. TYLER stated STEWART is a peculiar person, and he has known him for several years. TYLER thinks STEWART made it up to get his name in the papers. TYLER also stated that Ritchie Highway is very crowded and more than one person would have seen it. Mr. TYLER thinks that if his son had seen it he would have discussed it with him or some other member of the family, but he did not do so. b7C

SECURITY INFORMATION--CONFIDENTIAL

20. On 11 May 1952 LOUIS F. TYLER, uncle of TYLER III, [redacted] was interviewed and stated that he does not believe his nephew's story. He stated that TYLER III can dream up fantastic stories at times. He believes it is a hoax and thinks his nephew was talked into telling the story. b7c

21. At approximately 1215 hours, 11 May 1952, GEORGE S. TYLER III was reinterviewed in the presence of his father and mother, at which time TYLER stated that STEWART had seen the "saucer" prior to the time of meeting him and that all the information which he had given was information that STEWART told him. TYLER advised that he did not see a thing and had reported the description of the aircraft as STEWART had told him. He stated that STEWART had told the sighting of the aircraft to him as they returned from Glenn Burnie, Maryland, to Baltimore, and asked him (TYLER) to affirm the report because he feared that no one would believe his story. TYLER advised that he called the newspapers, the Sun and the Post, to find out if anyone else had reported the incident, and was informed that several reports had been received. TYLER further stated that at first he believed the story STEWART had told him; however, he now believes that STEWART made it all up. TYLER averred that he had been in Glenn Burnie visiting friends and was waiting at a bus stop to return to Baltimore on the night of 29 March 1952, when he met STEWART who had been in Glenn Burnie posting campaign posters; that STEWART had offerred to give him a ride back to Baltimore and he had accepted; that it was on the trip back to Baltimore that STEWART had related to him the sighting of the strange aircraft earlier in the evening.

TYLER stated that they left Glenn Burnie at approximately 2230 hours and had driven to Baltimore without incident; that they had made no stops along the road; [redacted] b7c

22. STEWART was reinterviewed at approximately 1315 hours, 11 May 1952, and stated that TYLER was with him and had witnessed the incident. STEWART denied emphatically any falsehood in the story and stated that the whole thing was the absolute truth.

23. On 12 May 1952 Special Agent OLIVER R. WEATHERHOLT interviewed Mr. HAROLD B. ISENHOCK at the Griebel Motor Company, Light and Henrietta streets, Baltimore, Maryland. Mr. ISENHOCK stated that work was performed on STEWART's car on 8 May; that the work performed was adjustment of brakes, installation of clutch, adjust generator, repairing or taping the wires leading from the generator, change oil, and lubrication. He stated that the car needed only routine repairs and there was no indication of any unusual repairs.

Mr. ISENHOCK advised that STEWART had traded at the garage regularly [redacted] Review of the b7c

SECURITY INFORMATION--CONFIDENTIAL

records at the garage reflected that the car had been serviced on 23 April, 8 December, 18 December 1951; and 31 January, 20 March, and 8 May 1952. The records reflected that the car had been brought in for routine check-ups and repairs. There was no indication in the records that the car had been repainted. Mr. ISENHOCK stated that the car was still the same green color; however, he could not state as to whether it had been recently repainted. He did state he knew the car had not been repainted at his garage.

24. On 12 May 1952 records checks at the Baltimore City Police Department, Baltimore County Police, and Maryland State Police reflected no records of STEWART.

INCLOSURES

FOR HEADQUARTERS OSI

1. Photostatic reproduction of information obtained from STEWART by CORBIN (with sketch).

2. Photostatic reproduction of information obtained from TYLER by CORBIN.

C L O S E D

SECURITY INFORMATION--CONFIDENTIAL

[redacted] [redacted]

[redacted]

[illegible]

[illegible] Harness Track

[illegible] Clear - Moon and Stars Out

[illegible]

[illegible] 200 FT.

b7c

[illegible]

[illegible] at approximately 10:[illegible] P.M. on Saturday, March 29, 1952, near the Harness Track on Ritchie Highway, the above in company with a Mr. George Tyler of [redacted] in Baltimore, witnessed the following:

[illegible] a double glimmer attracted attention. Upon investigation, while traveling [illegible] Baltimore, a strange object was proceeding in the sky in an approximate north-south direction. It appeared to be moving very slowly (considerably slower than a commercial airliner).

[illegible]

[illegible] as large as a two motored transport plane. [illegible] over the automobile. After [illegible]

[illegible] like a rocket.

[redacted]

[redacted]

[redacted]

67c

[redacted]

[redacted]

[redacted]

TELEPHONE NUMBER: [redacted] AGE: [illegible]

EMPLOYMENT: [illegible]

DATE OF OBSERVATION: March 24, 1952 PLACE: Ritchie Highway -- Harness Track

TIME OF OBSERVATION: 10:45 P.M. WEATHER: Clear

APPROXIMATE LENGTH OF OBSERVATION: A Minute or so

ESTIMATED ALTITUDE: Maybe a hundred feet or so

b7c

DESCRIPTION OF INCIDENT:

(THIS WAS A TELEPHONE INTERVIEW -- THE YOUNG MAN WAS REQUIRED TO REMAIN AT HOME TO WATCH HIS SISTER. HE WAS UNABLE TO COME TO STUDIO AS PLANNED EARLIER.

Attention was first attracted while driving north along Ritchie Highway toward Baltimore. In company with [redacted] friend, a slowly-moving object was observed just ahead of the automobile. It was approximately 10:45 P.M. The engine in the car seemed to die and car drifted to a stop, the driver pulling slightly off the road. The object was approximately over the car and had no forward motion. It seemed to be tilted slightly and was diving off a yellowish-greenish light which faded and then grew intense and then fade again. The outer edges of this object which seemed to be round with a thickness toward the center, seemed to have what Mr. Tyler described as St. Elmos fire. He said that he could not say for sure whether he had observed anything that looked like a port hole. He stated he wasn't sure either whether there was another car in the exact location, but there might

[redacted]

b7c

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAY 26 1952

TELETYPE

Mr. Clegg
Mr. Glavin
Mr. Harbo
Mr. Rosen
Mr. Tracy
Mr. Laughlin
Mr. Mohr
Tele. Room
Mr. Holloman
Miss Gandy

FBI LOUISVILLE 5-26-52 12-37 PM CDST MRP

DIRECTOR, FBI DEFERRED

RE FLYING SAUCERS, INFORMATION CONCERNING. THREE WOMEN SAW ASTRANGE OBJECTS FLOATING IN SKY OVER ASHLAND , KY. AT EIGHT FIFTY PM, EST, MAY TWENTY FIVE LAST FOR TWO OR THREE MINUTES. OBJECTS DESCRIBED AS LOOKING LIKE LARGE OYSTERS WITH FISHTAILS FLOATING LOW LIKE A CLOUD. THEY WERE OVAL IN SHAPE AND ACCORDING TO OBSERVERS COULD HAVE BEEN BALLOONS. THEY CAME IN OVER ASHLAND FROM THE NORTH, CIRCLED AND WENT BACK IN THE OPPOSITE DIRECTION. ABOVE INFORMATION FOR BUREAU. NO ACTION HERE.

MALONE

ACK AND HOLD

1-33PM OK FBI WA JT

RECORDED - 5
62-83894-277
JUN. 3. 1952

- 41
JUN 18 19

EX-83

Declassified
2040 9/9/77

Date: May 15, 1952

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: FLYING DISKS REPORTEDLY SEEN
IN VICINITY OF SAVANNAH RIVER PLANT
ATOMIC ENERGY COMMISSION

The Savannah Office of this Bureau has been informed that at approximately 10:45 pm, May 10, 1952, four employees of the DuPont Company employed in the Savannah River Plant near Ellenton, South Carolina, saw four disk shaped objects approaching "the four hundred area" from the south which disappeared in a northerly direction. At approximately 11:05 p.m. on the same date the above-mentioned employees saw two similar objects approach from the south and disappear in a northerly direction. At approximately 11:10 p.m. a similar object was seen by these employees approaching from the northeast and disappearing in a southwesterly direction. A similar object was also sighted about 11:15 pm traveling from south to north by the same employees.

The disks were described by the above-mentioned employees as being approximately fifteen inches in diameter and yellow to gold in color. All of the objects were allegedly traveling at a high rate of speed and at a high altitude without any noise. The disk shaped objects referred to above which approached "the four hundred area" from a northeasterly direction was reportedly traveling at such a low altitude it had to rise to pass over some tall tanks which are in "the four hundred area." The employees referred to above advised the objects were weaving from left to right but seemed to hold a general course. According to these persons because of the speed at which the objects were traveling they were only visible for a few seconds.

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INDEXED - 38

62-83894-

SECURITY INFORMATION

COMM — FBI
MAY 15 1952
MAILED 25

69 MAY 29 1952

EHM:awy

The above data, which was previously furnished to your office through this Bureau's liaison representative, is being furnished for your information and any action you desire to take in this matter. No investigation is being conducted by this Bureau.

cc - Assistant Chief of Staff, G-2
Department of the Army
The Pentagon
Washington 25, D. C.

Attention: Chief, Intelligence Division

cc - Director of Naval Intelligence
Department of the Navy
The Pentagon
Washington 25, D. C.

cc - Captain John A. Waters
Director of Security
Atomic Energy Commission
Room 8058
333 Third Street, N. W.
Washington, D. C.

BY SPECIAL MESSENGER

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

MAY 12 1952

TELETYPE

Mr. Tolson
Mr. Ladd
Mr. Nichols
Mr. Clegg
Mr. Glavin
Mr. Harbo
Mr. Rosen
Mr. Tracy
Mr. Laughlin
Mr. Mohr
Tele. Room
Mr. Holloman
Miss Gandy

FBI, SAVANNAH 5-12-52 7-58 PM

DIRECTOR, FBI URGENT

SAVANNAH RIVER PLANT, ATOMIC ENERGY COMMISSION, FLYING DISC. AT APPROXIMATELY TEN FORTYFIVE PM, MAY TEN LAST FOUR EMPLOYEES OF DUPONT CO., EMPLOYED ON SAVANNAH RIVER PLANT NEAR ELLENTION, S. C., SAW FOUR DISC SHAPED OBJECTS APPROACHING THE FOUR HUNDRED AREA FROM THE SOUTH, DISAPPEARING IN NORTHERNLY DIRECTION. AT APPROXIMATELY ELEVEN FIVE PM, ABOVE MENTIONED EMPLOYEES SAW TWO SIMILAR OBJECTS APPROACH FROM SOUTH AND DISAPPEAR IN NORTHERNLY DIRECTION. AT APPROXIMATELY ELEVEN TEN PM ONE SIMILAR OBJECT APPROACHED FROM THE NORTHEAST AND DISAPPEARED IN SOUTHWESTERNLY DIRECTION. ONE MORE OBJECT SIGHTED ABOUT ELEVEN FIFTEEN PM TRAVELLING FROM SOUTH TO NORTH. EMPLOYEES DESCRIBED OBJECTS AS BEING ABOUT FIFTEEN INCHES IN DIAMETER, HAVING YELLOW TO GOLD COLOR. ALL OF THESE OBJECTS WERE TRAVELLING AT HIGH RATE OF SPEED AT HIGH ALTITUTE WITHOUT ANY NOISE. EIGHTH OBJECT WHICH APPROACHED THE FOUR HUNDRED AREA FROM NE WAS TRAVELLING AT ALTITUDE SO LOW IT HAD TO RISE TO PASS OVER SOME TALL TANKS IN FOUR HUNDRED AREA. THIS OBJECT WAS ALSO FLYING AT HIGH RATE OF SPEED AND WA NOISELESS. WITNESSES STATED OBSERVED OBJECTS WEAVING FROM LEFT TO RI

RECORDED - 38 | 62-83814-295

MAY 20 1952

17

Note: See copy of tel. from Savannah by Liaison.

69 MAY 29 1952

5 - [redacted]

BUT SEEMED TO HOLD GENERAL COURSE. ALSO STATED DUE TO SPEED AND ALTITUDE THEY WERE ONLY VISIBLE FOR FEW SECONDS. SAVANNAH OFFICE IS NOT ACTIVELY CONDUCTING INVESTIGATION IN THIS MATTER AND IS FURNISHING THIS INFO TO BUREAU FOR WHATEVER ACTION THEY DEEM ADVISABLE.

SCHLENKER

ACK AND HOLD

9-03 PM OK FBI WA SS

INDEXED - 46
RECORDED - 46

May 13, 1952

EX. 47

Mr. [redacted]
Black Mountain, North Carolina

Dear Mr. [redacted]

Your letter dated May 7, 1952, has been received and I appreciate the interest prompting you to bring your observations to my attention.

Since the matter you mention may be of interest to another governmental agency, I am referring a copy of your letter to The Honorable, The Secretary of Defense, The Pentagon, Washington, D. C., and you may wish to write him directly in this connection.

Sincerely yours,

John Edgar Hoover
Director

copy of incoming sent to Dep't. of Defense by form

DIC:gr

RECEIVED READING ROOM
FBI
U.S. DEPT. OF JUSTICE
MAY 13 6 26 PM '52

MAILED 10
MAY 14 1952
COMM - FBI

50 MAY 23 1952

Black Mountain, N.C
May 7, 1952

Mr. J. Edgar Hoover
c/o U. S. Dept. of Justice
Washington, D. C.

Dear Mr. Hoover:

The motive of this letter is a sincere effort to help avoid useless waste of life, time and money. It is written with full respect to your pressing work, and to the ability of this country's scientific experts.

Although your responsibilities may not be directly connected with the intended text of this letter, I sincerely hope that you will consider the possibilities, and forward the suggestions to the proper authorities concerned.

For the past five years the general public has read, and ballyhoed newspaper articles related to the "Flying Saucers", and following the same trend of thought have ignored recent reports made by persons of undisputed experience and intelligence.

The possibilities of this earth being visited by ships from outer space have been lightly suggested by some, while others believe the "objects" belong to some nation on this earth. Granted that some such objects do even belong to this country, it is obvious that we, nor any other nation possess and fail to use, in time of war, such useful means as have been reported by the balloon experts connected with General Mills, Inc.

I am sure that these suggestions will bear scientific investigation and that they are entirely probable. Similar to Columbus and the egg - they may not have been given due consideration.

These "objects" of undetermined origin" (not to be confused with our controlled weather balloons, etc.) are in all probability operated by the absorption, compression, and controlled emission of the sun's energy (basically electricity). As such, they probably carry a potential charge which is past our imagination. An earthly object approaching too close to the O.U.O. would have the same effect as grounding a high-tension wire, with the total destruction of both objects as a likely result.

RECEIVED

Assuming that some of these objects are from outer space, we would certainly benefit considerably by establishing contact with them, where as, if such a nation as Russia should acquire this knowledge before us we would certainly suffer as a result

RECORDED - 46

162-83594-277

MAY 20 1952

Whatever means of power these objects posse[illegible] thay may attain speeds far in excess of our latest rockets. [illegible] will be futile to give pursuit, or to attempt any forceful approach.

From reports, we have no reason to believe these objects have anything but friendly intentions, also, they may be restricted as to the distance they may approach the earth without danger. It is also my belief that given an opportunity, they will approach an earthly object, at high altitude, as close as possible without danger to either themselves or the object.

If my theory approaches the truth, then these strange objects will be unable to establish contact wth the earth without our assistance.

Taking the earth at an age of two billion years, having suffered worldly catastrophies, and set-backs, we may be as children compared to a planet of four billion years, or of equal age without catastrophies.

Our scientific laws have worked well for us, however, they probably do not hold true for all planets. Lacking water and trees in the beginning we would have been an entirely different world, perhaps even further advanced.

My background includes a good foundation in high-altitude flying, and in the field of electricity. Although I am well established in business, it is my desire toenter the field of research related to this subject.

My name is not for publication.

Very truly yours,

[redacted]

Date: May 7, 1952 CONFIDENTIAL

To: Director of Special Investigations
The Inspector General
Department of the Air Force
The Pentagon
Washington 25, D. C.

From: John Edgar Hoover, Director
Federal Bureau of Investigation

Subject: [redacted]

On May 5, 1952, [redacted] called at this Bureau and advised that he is General Manager of [redacted], Netherlands. He resides at [redacted] He is residing at the Victoria Hotel, New York City, until May 16, 1952, when he will return to Europe.

Mr. [redacted] advised that he has a considerable interest in electronics and has been very much interested in reports circulated during the past year or two concerning the existence of flying saucers. He feels that there have been enough uncontradicted reports concerning such devices to indicate that they may exist in fact. He is also of the opinion that if they do exist they can be produced only by the United States or Russia or perhaps by the Republic of Argentina.

Mr. [redacted] indicated that he has given extensive thought to the manner in which these devices could be operated. He has concluded that since the disk shape is not suitable for conventional aircraft it would be used only because it would provide the greatest possible lifting surface. It is his opinion, therefore, that one of these devices could be operated only by reducing the air pressure above it which would cause it to rise in the air. He concedes that conventional machinery to cause such a reduction of pressure would be so bulky that its weight would prevent the device from leaving the ground. He concludes, therefore,

VHB:rdm

RECORDED - 65 62-94745-273
INDEXED - 65
MAY 10 1952
62

MAILED
MAY 8 1952
COMM-FBI

66 MAY 17 1952

that power to accomplish this end would have to be derived from the cracking of an atomic fuel such as heavy water.

In that connection he states that the ionosphere surrounding the earth radiates positive ions toward the earth's surface. Many of these are dissipated by combining with particles in the atmosphere with the result that positive ions are more concentrated near the earth's surface than higher above it. He reasons that a disk could be raised in the air by emitting a great quantity of negative ions through its upper surface and causing a decrease in pressure which would result in the pressure underneath the disk forcing it upward. He indicates that somewhere between the surface of the earth and the ionosphere this pressure would equalize at which point the disk could go no higher. It could then be moved horizontally by emitting negative ions in the direction in which it is desired to move.

Mr. [redacted] stated that he did not feel such a device could be remote controlled since it would probably not be possible to maintain radio contact with it. He feels, however, that the occupants of such a device would be fully protected since according to the electrical theory demonstrated by Faraday's Cage the current involved in the propulsion of such a device would concentrate itself around the edges of the disk.

The foregoing is furnished for your information.

(NOTE ON YELLOW: [redacted] was interviewed at 2:15 p.m. 5-5-52, by Supervisor [redacted] by reference from Mr. Nichols' Office. Bureau files contain no data identifiable with him.)

VM:rdw

Office Memorandum • UNITED STATES GOVERNMENT

TO [redacted]

DATE: April 17, 1952

FROM : [redacted]

SUBJECT: FLYING DISCS

For record purposes, it is desired to point out that the April 7, 1952, issue of "Life" magazine contains an article on page 80 entitled, "Have We Visitors From Space?" written by H. B. Darrach, Jr., and Robert Ginna relating to the captioned matter. For further reference purposes, a copy of this issue of "Life" magazine is maintained in the Bureau Library.

EHM:rd

RECORDED - 9

57 APR 28 1952

APR 22 1952

-272

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI DATE: 4-3-52

FROM: AJM SAC, Memphis (62-0)

SUBJECT: UNKNOWN SUBJECT; Flying Objects,
Nashville, Tennessee
INFORMATION CONCERNING

O FLYING DISCS

Lt. Commander [redacted] U. S. Navy, temporarily residing at [redacted], Nashville, Tennessee, advised SAA [redacted] of the Nashville Resident Agency on March 14, 1952, at approximately 2:15 p.m. of the following incident.

Mr. [redacted] stated that approximately 10:20 p.m. on March 13, 1952, while standing in the back yard of 1900 Graybar Lane and looking toward the moon, which was then in the southwest section of the sky, he observed an object which appeared approximately 20 degrees above the horizon. Lt. [redacted] described this object as being circular in shape, approximately one-half the size of the moon, deep bright blue in color, very vivid blue. He stated the object had a slight reddish fringe on the aft end. The object appeared to be moving from the northwest to the southeast. He stated that the object was not in his vision more than three seconds. It made no sound. Lt. [redacted] stated that at the time he observed this, there were no clouds in the sky, the stars were out, and the moon was full. Lt. [redacted] stated that the only way he could describe it was that it appeared to be a very high powered spotlight on a cloud, but he did not believe this could have been the cause of that which he had seen because he had not seen any spotlight or any strong search lights there during the evening.

The above is being furnished for your information, and no action is contemplated by this office unless advised to the contrary.

CJH:AJ

RECORDED - 46 62-83974-271

EX-99

APR 7 1952

5

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI (62-83894) DATE: March 21, 1952

FROM : SAC, CHICAGO (100-18999)

SUBJECT: FLYING DISCS
[redacted], INFORMANT

Mr. [redacted], an artist living at [redacted] Chicago, Illinois ([redacted] advised SA [redacted] on March 11, 1952 that he saw a flying disc at 9:00 AM on March 6, 1952.

[redacted] stated that he was looking out of a window at his home which window faces south, when he saw a flying disc at approximately 7,000 feet above Fullerton Avenue. The angle of elevation of the disc above the horizon was about 45 degrees. The disc came out of a cloud in the east, stopped and hung motionless in mid-air for a split second, then flew due south at great speed.

He described the disc as approximately six feet in diameter, circular, white in color with a bluish tinge. The disc, he said, appeared to have been constructed out of a metal similar to aluminum. He also stated that he saw no exhaust, lights, or heard no sound connected with its movements. He noted nothing on it as to how it could maintain its even flight and believed it to have been radio controlled. He said it disappeared out of sight in approximately three seconds, estimating the speed at 600-700 miles per hour or more. He said it went so fast it appeared to flutter. When the disc disappeared from sight it was about the size of a golf ball on the southern horizon.

[redacted] made a sketch of the disc and the sketch and the above information were furnished to the local office of the Office of Special Investigations.

MHT:BJB

RECORDED - 79
INDEXED - 79
EX-125

62-83894-27

MAR 25 1952

57 APR 1 1952

RECEIVED

On 10 September 1951 as AN/MPG-1 radar set picked up a fast moving low flying target (ct alt undetermined) at approx tely 1110 hours SE of Fort Monmouth at a range of about 12,000 yards. The target appeared to app imately follow the coast line changing its range only slightly but changing its azimuth rapidly. The radar set was switched to full aided azimuth tracking which normally is fast enough to track jet acft, but in this case was too slow to be resorted to. The target was lost in the NE at a range of about 14,000 yards. This target also presented an unusually strong return for an acft being comparable in strength to that usually received from a coastal ship. The operator initially identified the target as a ship and then realized that it could not be a ship after he observed its extreme speed.

On 10 September 1951, 1515 hours, an SCR 584, serial no. 433 tracked a target which moved about slowly in azimuth N of Fort Monmouth at a range of about 32,000 yds at the extremely unusual elevation angle of 1350 mils. (Altitude approximately 93,000 ft)

On 11 September 1951, 1050 hours, 2 SCR 584 serial nos. 217 and 315 picked up the same target NE of Fort Monmouth at an elevation angle of 350 to 300 mils at a range of approximately 30,000 yards. (Approximate altitude 31,000 ft) the sets track automatically in azimuth and elevation and with aided range tracking are capable of tracking targets up to a speed of 700 mph. In this case however, both sets found it impossible to track the target in range due to its speed and the operators had to resort to manual range tracking in order to hold the target. The target was tracked in this manner to the maximum tracking range of32,000 yards. The operators judged the target to be moving at a speed several hundred miles per hour higher than the maximum aided tracking ability of the radar sets. This target provided an extremely strong echo at times even though it was at maximum range, however the echo signal occasionally fell off to a level below normal return. These changes coincided with maneuvers of the target.

On 11 September 1951 at about 130 a target was picked up on an SCR 584 radar set serial no. 315 that displayed unusual maneuverability. The target was approx. over Navesink NJ as indicated by its 10,000 yard range, 6000 ft altitude and due N azimuth. The target remained practically stationary on the scope and appeared to be hovering. The operators looked out of the van in an attempt to see the target since it was at such a short range, however overcase conditions prevented such observation. Returning to their positions the target was observed to be changing its elevation at an extremely rapid rate, the change in range was so small the operators believed the target must have risen nearly vertically. The target ceased its rise in elevation at an elevation angle of approx 1500 mils at which time it proceeded to move at an extremely rapid rate in range in a southerly direction once again the speed on the target exceeding the aided tracking ability of the SCR 584 so that manual tracking became necessary. The radar tracked the target to the maximum range of 32,000 yards at which time the target was at an elevation angle of 300 mils. The operators did not attempt to judge the speed in excess of the aided tracking rate of 700 mph.

CONFIDENTIAL

U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

SEP 20

TELETYPE

9-20-51

9-08 PM

SH J FROM NEWARK

URGENT

RECTOR Flying Saucers Flying Saucers

ICONVENTIONAL AIRCRAFT OBSERVED SEPTEMBER TEN AND ELEVEN, FIFTY-

NE IN VICINITY FT. MONMOUTH, NJ. INDIC. ON SEPTEMBER TWENTY IN-

TANT, ANDREW J. REID, C-TWO FT. MONMOUTH, NJ, PROVIDED FOLLOWING RE-

ORT OF UNCONVENTIONAL AIRCRAFT OBSERVED BY RADAR AT ABOVE ARMY

NSTALLATION. QUOTE ON SEPT. TEN, FIFTYONE, AN AN/MPG DASH ONE RADAR

SET PICKED UP A FAST MOVING LOW FLYING TARGET, EXACT ALTITUDE UNDETER-

MINED AT APPROXIMATELY ELEVEN TEN A.M., SOUTHEAST OF FT. MONMOUTH

AT A RANGE OF ABOUT TWELVE THOUSAND YARDS. THE TARGET APPEARED TO

APPROXIMATELY FOLLOW THE COAST LINE, CHANGING ITS RANGE ONLY SLIGHTLY

BUT CHANGING ITS AZIMUTH RAPIDLY. THE RADAR SET WAS SWITCHED TO FULL

AIDED AZIMUTH TRACKING WHICH NORMALLY IS FAST ENOUGH TO TRACK JET AIR-

CRAFT, BUT IN THIS CASE WAS TOO SLOW TO BE RESORTED TO. TARGET WAS

LOST IN THE N.E. AT A RANGE OF ABOUT FOURTEEN THOUSAND YARDS. THIS

TARGET ALSO PRESENTED AN UNUSUALLY STRONG RETURN FOR AIRCRAFT BEING

COMPARABLE IN STRENGTH TO THAT USUALLY RECEIVED FROM A COASTAL SHIP.

THE OPERATOR INITIALLY IDENTIFIED TARGET AS A SHIP AND THEN REALIZED

THAT IT COULD NOT BE A SHIP AFTER HE OBSERVED ITS EXTREME SPEED.

SEPTEMBER TEN, FIFTYONE, AN SCR FIVE EIGHT FOUR RADAR SET AT THREE

FIFTEEN PM TRACKING A TARGET WHICH MOVED ABOUT SLOWLY IN AZIMUTH NORTH

OF FT. MONMOUTH AT A RANGE OF ABOUT FORTYTWO THOUSAND YARDS AT THE

EXTREMELY UNUSUAL ELEVATION ANGLE OF THIRTEEN HUNDRED FIFTY MILS,

APPROXIMATELY NINETYTHREE THOUSAND ALTITUDE. ON SEPTEMBER ELEVEN,

FIFTYONE, TWO SCR FIVE EIGHT FOUR RADAR SETS AT TEN FIFTY A.M. PICKED

UP THE SAME TARGET NORTHEAST OF FT. MONMOUTH AT AN ELEVATION ANGLE

RECORDED - 71 62-33894-269

INDEXED - 71

OCT 24 1951

EX-106

NOV 28 1951

OF THREE HUNDRED FIFTY TO THREE HUNDRED MILS AT A RANGE OF APPROXIMATELY THIRTY THOUSAND YARDS, APPROXIMATE ALTITUDE THIRTYONE THOUSAND FEET. THE SET TRACK AUTOMATICALLY IS AZIMUTH AND ELEVATION AND WAS AIDED RANGE TRACKING AND CAPABLE OF TRACKING TARGETS UP TO A SPEED OF SEVEN HUNDRED MPH. IN THIS CASE, HOWEVER, BOTH SETS FOUND IT IMPOSSIBLE TO TRACK THE TARGET IN RANGE DUE TO ITS SPEED AND THE OPERATORS HAD TO RESORT TO MANUAL RANGE TRACKING IN ORDER TO HOLD THE TARGET. THE TARGET WAS TRACKED IN THIS MANNER TO THE MAXIMUM TRACKING RANGE OF THIRTYTWO THOUSAND YARDS. THE OPERATOR SAID THE TARGET TO BE MOVING AT A SPEED SEVERAL HUNDRED MPH HIGHER THAN THE MAXIMUM AIDED TRACKING ABILITY OF THE RADAR SETS. THIS TARGET PROVIDED AN EXTREMELY STRONG RETURN ECHO AT TIMES EVEN THOUGH IT WAS THE MAXIMUM RANGE, HOWEVER, ECHO SIGNAL OCCASIONALLY FELL OFF TO A LEVEL BELOW NORMAL RETURN. THESE CHANGES COINCIDED WITH MANEUVERS OF THE TARGET. ON SEPTEMBER ELEVEN, FIFTYONE AT ABOUT ONE THIRTY P.M. THE TARGET WAS PICKED UP ON AN SCR FIVE EIGHT FOUR RADAR SET THAT DISPLAYED UNUSUAL MANEUVERABILITY. TARGET WAS APPROXIMATELY OVER NAVESINK, NJ., AS INDICATED BY HIS TEN THOUSAND RANGE, SIX THOUSAND FEET ALTITUDE AND DUE NORTH AZIMUTH. THE TARGET REMAINED PRACTICALLY STATIONARY ON THE SCHOPE AND APPEARED TO BE HOVERING. THE OPERATOR LOOKED OUT OF THE VAN PAREND THE VEHICLE HOUSING THE RADAR SETA PAREND IN AN ATTEMPT TO SEE THE TARGET, SINCE IT WAS AT SUCH A SHORT RANGE, HOWEVER, OVERCAST CONDITIONS PREVENTED SUCH OBSERVATION. RETURNING TO THEIR OPERATING POSITION THE TARGET WAS OBSERVED TO BE CHANGING IN ELEVATION AT AN EXTREMELY RAPID RATE, BUT CHANGE IN RANGE WAS SO SLOW THE OPER-

END OF PAGE TWO

ATOR BELIEVED THE TARGET MUST HAVE RISEN NEARLY VERTICALLY. TARGET FIXED ITS RISE IN ELEVATION AT AN ELEVATION ANGLE OF APPROX. FIFTEEN HUNDRED MILS, AT WHICH TIME IT PROCEEDED TO MOVE AT AN EXTREMELY RAPID RATE IN RANGE IN A SOUTHERLY DIRECTION. ONCE AGAIN THE SPEED OF THE TARGET EXCEEDED THE AIDED TRACKING ABILITY OF THE SCR FIVE EIGHT FOUR SET SO THAT MANUAL TRACKING BECAME NECESSARY. RADAR TRACKED THE TARGET MAXIMUM RANGE OF THIRTYTWO THOUSAND YARDS AT WHICH TIME TARGET WAS AT AN ELEVATION ANGLE THREE HUNDRED MILS. THE OPERATOR DID NOT ATTEMPT TO JUDGE THE SPEED IN EXCESS OF THE AIDED TRACKING RATE OF SEVE HUNDRED MPH. THE WEATHER WAS FAIR WHEN THE OBSERVATION WAS MADE SEPTEMBER TENTH AND CLOUDY FOR THE SEPTEMBER ELEVENTH REPORT. UNQUOTE. ABOWVE INCIDENT OBSERVED BY THREE WITNESSES WITH EXCEPTION OF FIRST INCIDENT ON SEPTEMBER TEN. ABOVE INFO FURNISHED BY REID AFTER APPROVAL OF G-TWO, GOVERNORS ISLAND, NY, WITH REQUEST THAT INFO BE COORDINATED WITH AIR FORCE. REID ALSO ADVISED IN CONFIDENCE THAT ABOVE REPORT RECEIVED BY HIM AFTER CONSIDERABLE UNACCOUNTABLE DELAY.

MC KEE

CC Md Belmont

END AAD PLS

NK R 7 WA AS

DISC

February 23, 1951

[redacted]

Arkadelphia, Arkansas

RECORDED - 49
INDEXED - 49

62-83894-268

Dear [redacted]

Your letter dated February 14, 1951, has been received.

While I appreciate the concern which prompted your writing in this regard, this Bureau does not have available for distribution any material concerning so-called "flying saucers." It was thoughtful of you to bring your observations in this connection to my attention.

I am enclosing some material which I thought you might like to have.

Sincerely yours,

J. Edgar Hoover

John Edgar Hoover
Director

Enclosure

List of courses of study
SA and Clerical Job Sheets
25 Years of Identi
Personnel and Services of Lab

NOTE: The only record located in Bufiles indicated that correspondent requested and received descriptive material concerning the Bureau in 1949. Data presently enclosed is not duplicated.

RBC:

RECEIVED - DIRECTOR

MAILED 10
FEB 24 1951

50 MAR 14 1951

Orkadelphia, Ark.

[redacted]

Feb. 14, 1951

Mr. J. Edgar Hoover
Washington, D.C. Flying Saucers

Dear Mr. Hoover,

Some time ago I wrote you a letter, and recieved a very nice reply. You said in your letter, if I had a question, to write you. Well, I have one.

DEFERRED RECORDING
FEB 20 1951

It is about Flying Saucers. I have been reading a book, "The Flying Saucers are Real" by Donald Keyhoe. He states that The Flying Saucers are from another planet. He says that the F.B.I. and Project "Saucer" has been working, and trying to solve the flying Saucer mystery. He says the army has discovered some thing important, and using the cosmic ray ballam to confirm it up. (Please turn to page 2)

RECORDED 49

RBC
mml
ack
1-23-

42-83994-268

If you can't give me as much information about the flying saucers, I would appreciate it if someone could tell me what the army is trying to cover up. The Roswell story just doesn't fit.

I truly admire the F.B.I. and would like to become a member of this fine organization.

Thank you very much.

Yours truly,

[redacted]

RECEIVED CONFIDENTIAL PARAPHRASE NO. REQUIRED
PRIORITY THROUGH CLIENT CHANNELS

AF MSG FEB 13 1951

FROM: NEAC PEPPERELL AFB NFLD

TO: CSAF WASH DC

NR: EW 0212 10 FEB 51

Text on following page.

File in Flying Saucerfile

ACTION: AF

INFO : G2, G3

CAF IN 97532

DA IN 131 (12 Feb 51) DTG: 100400Z rls

RECORDED - 137 62-838945-267

MAR 8 1951

14

12 FEB 13 51

373

61 MAR 15 1951

DA SCO FORM 22-3 15 JAN 1949

[redacted]IAL

COPY NO. 28

U.S. GOVERNMENT PRINTING OFFICE : 1949—O-[illegible]

INCOMING CLASSIFIED MESSAGE

~~CONFIDENTIAL~~ PARAPHRASE NOT REQUIRED. NOTIFY
PRIORITY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: NEAC PEPPERELL AFB NFLD

TO : CSAF WASH D C

NR : EW 0212 10 Feb 51 (DTG 100400)

Unidentified object seen at 0055Z 10 Feb at 49 degrees 50 min north, 50 degrees 03 min west by crew of Navy 6501, VR1, Patuxent River, MD. Originally seen as heavy light in distance on the surface as lights of city. The yellowish light, like a fire in color, approached rapidly and grew very bright and very large with a semi-circular shape. It was on a true course of about 125 degrees, plane on a true course of 225 degrees, as it approached the plane it suddenly turned about almost 180 degrees and disappeared rapidly over the horizon as a small ball. Speed "was terrific". Seen fr an angle of about 45 degrees looking down fr the plane. Crew all experienced North Atlantic fliers [redacted] b [redacted], all saw object over a period of fr seven to eight min. Plane flying at 10,000 altitude.

ACTION: OIN
ADDED DIST: ARMY, STATE, CIA, OSD(SDLO), JCS
CAP IN: 97532 (10 Feb 51) MEL/ref

~~CONFIDENTIAL~~

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 15 APR 49 0-309 B

Page 2

Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. [redacted]

FROM : MR. [redacted]

DATE: February 26, 1951

SUBJECT: FLYING SAUCERS

It is recommended the attached article which appeared in Look magazine January, 1951, be filed in captioned case for information purposes.

Attachment

EHM:gmu

ENCLOSURE ATTACHED

1 ENCL

G.I.R.-7

5-EHM

62-83794-26

MAR 6 1951

RECORDED - 9 EX-56

65 MAR 14 1951

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR FBI

DATE: 2-10-51

FROM : SAC KNOXVILLE

SUBJECT: UNIDENTIFIED OBJECTS OVER OAK RIDGE AREA, PROTECTION OF VITAL INSTALLATIONS

CONFIDENTIAL

Re Knoxville letter dated 12-13-50.

For information of the Bureau, the below listed copies of CIC, G-2 Third Army, pertaining to captioned matter are forwarded herewith.

Report of SAC [redacted] CIC, dated 1-2-51, entitled "Object Sighted Over Oak Ridge, Tennessee."

CIC reports dated 1-20-51, entitled. "Objects Sighted Over Oak Ridge, Tennessee".

[redacted]

Enclosures - 2
65-475
CCM/wj

42

G.I.R.-7

APPROPRIATE AGENCIES AND FIELD OFFICES ADVISED BY ROUTING SLIP(S) OF 2040
DATE 5/1/77

621-83894-1 265

RECORDED - 42 FEB 18 1951

[redacted]

UNRECORDED COPY FILED IN

62 FEB 19 1951

111th CIC, FAO # 8, P. O. Box 379, Knoxville, Tennessee.

OBJECT SIGHTED OVER OAK RIDGE, TENNESSEE.

(In compliance with letter AJACI-360.33 General, dated 15 November 1950, Headquarters, Third Army. SUBJECT: Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting:

Between 0820 and 0830 hours on 18 December 1950, on the Turnpike, within the controlled area, approximately one (1) mile from the White Wing entrance and Y-12 plant.

B. Weather at the Time:

At 0730 hours - wind from the Northeast, seven (7) miles per hour; temperature - 20 degrees F. according to the Atomic Energy Commission Meteorological Division.

C. Names, Occupations, and Addresses of Witnesses:

Dr. A. J. Miller, [redacted]
Dr. V. P. Calkins, [redacted]
Mr. J. Frank Coneyboar, [redacted]
Mr. A. O. Mooneyham, [redacted]
Mr. F. T. Bly, [redacted]
Lt. Col. John R. Hood, U.S.A.F., [redacted]
Cdr. E. W. Hribar, U.S.N., [redacted]
Mjj. Walter L. Carse, U.S.A.F., [redacted]

b6

D. Photographs of Objects, if available:

None.

E. Object Sighted:

A light emanating in the shape of a circle, of an intensity much greater that that of a bright moon, giving the impression of form in connection with the light. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. This object was traveling in a Northwesterly direction, 15 to 30 degrees elevation above the horizon, and appeared to diminish considerable in size during thirty seconds of observation. To another group, the object appeared only as a bright reflection of the sun from an apparently metal surface. No accurate estimate of the object's size or range could be made from the observation.

F. Any other pertinent information:

Following is quoted from the Radar Log maintained by the McGhee Tyson Air Force Radar Station:

62-83911-265

ENCLOSURE

2 January 1951

111th CIC, FAO #8, P. O. Box 379, Knoxville, Tennessee.

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE.

F. (Continued)

"0832 hours - Atomic Energy Commission reported aircraft over Northeast end of area - no paint. (Paint meaning indication on the radar scopes.)

"0839 hours - Small paint near Southeast corner of area on 190 degree. (Magnetic bearing of objects travel.)

"0845 hours - Lost contact. Fighter interception was attempted with negative results."

Attached hereto are two certified true copies of the statements made by the above mentioned observers.

Attachments - 2

[redacted]

STATEMENT

Following is a report of the sighting of an unidentified object in the Oak Ridge Area by the undersigned. On the morning of 18 December 1950, the following personnel were riding to their work at NEPA Division, Fairchild Engine and Airplane Corp., in the S-50 Area at Oak Ridge, Tennessee:

[redacted] b6

[redacted] were riding in the front seat; [redacted] were in the rear.

At approximately 0827, while riding southwest on the turnpike just outside the restricted area, [redacted] sighted a very bright reflection through the windshield of the car. [redacted] who was sitting beside [redacted] and whose attention was attracted by [redacted] looking at the sky, sighted the same reflection. [redacted] then called the attention of the remaining occupants of the car to the reflection. Of these, [redacted] also sighted the reflection, but [redacted] did not sight it. b6

The reflection was visible through the front windshield of the car only for a moment because, shortly thereafter, the road turned to the right. The corresponding turn of the car so placed the relative position of the reflection that it could not be seen through the left front window, which was frosted. The windshield, however, was not frosted and permitted excellent vision.

The object appeared only as the bright reflection of the sun from an apparently metal surface, much as might be expected from an aircraft at a great distance. No accurate estimate of the objects size or range could be made from the observation. It appeared to be west-southwest of Oak Ridge Townsite at an angle of elevation of about 25 degrees from the level.

[redacted] b6

CERTIFIED TRUE COPY:

WILLIAM B. GRAY, SAC, Knoxville,T

within the meaning of the Espionage Laws, Title 18 U. S. C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

December 28, 1950

SUBJECT: Visual Observation on December 19, 1950

TO: Mr. William G. Frey
Assistant to the AF Plant
Representative for Security
Office of the AF Plant Representative
Air Material Command
NEPA Division
Fairchild Engine and Airplane Corporation
Post Office Box E
Oak Ridge, Tennessee

1. On December 18, 1950, at sometime between 0820 and 0830, the following NEPA employees were riding in a vehicle on the Turnpike within the Controlled Area toward the NEPA Project approximately one mile short of the "Y" cutoff to White Wing entrance and Y-12:

[redacted] b6

2. The passengers, with the exception of [redacted], who did not attempt to participate in the viewing, observed a light emanating in the shape of a circle, of an intensity much greater than that of a bright moon, through the windshield of the vehicle. The viewers had the impression that there was form in connection with the light rather than merely a point source. The light was white in appearance and did not show any signs of refraction into a band or continuous spectrum. It appeared to be from 15 to 30 degrees elevated above the horizontal and on an azimuth between west and northwest, and appeared to be traveling in a northwesterly direction. The impression of its traveling is due to the fact that the object appeared to diminish considerably in size during the approximate thirty seconds during which it was viewed. The vehicle remained in motion and in following the course of the road, changed its relative position so that the object was viewed during the last few seconds from the side windows. As the vehicle proceeded down the road a near-by ridge obstructed the view of the object, and although the vehicle completed the turn toward K-25 at the "Y" intersection

Subject: Visual Observation on
December 18, 1950

and the passengers had a relatively clear view at points along the road, the object was not viewed again. The observers were unable to estimate approximate size, speed, or vertical elevation; and, therefore, were not certain whether the object was over the Controlled Area or a considerable distance away. There was no vapor trail or any other visible condition within the vicinity of the object and there were no clouds which could have obscured it. The observers were unable to identify the object in terms of mass or shape, other than the circular appearance of the light. However, the circular area appeared to darken, starting at approximately 7:00 to 9:00 o'clock along the perimeter and continuing to darken along the perimeter and inner area until the light was concentrated in approximately 1:00 to 3:00 o'clock position of a very small diameter, at which point it appeared somewhat similar to a large star.

3. The observers were not in complete agreement as to whether the object was moving at a speed which caused it to diminish in size or actually was diminishing in size without any great velocity of travel due to the darkening effect described above.

NEPA Division
FAIRCHILD ENGINE AND AIRPLANE CORPORATION

s/ Gene A. Goedjen

t/ GENE A. GOEDJEN
Plant Protection Manager

GAG:VM

cc: [redacted]
Fairchild Engine and Airplane Corporation
NEPA Division, P. O. Box 415, Oak Ridge, Tenn.

CERTIFIED TRUE COPY:

WILLIAM B. GRAY, SAC, Knoxville, Tenn.

111th CIC Detachment, FA^ #8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(In compliance with letter AJACI-360.33 General, dated 15 November 1950, Headquarters, third Army, Subject; Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting: From 1605 hours for about three (3) hours, on 14 December 1951, on the Radar Scopes of the 663rd AC and W Squadron, McGhee Tyson Airport, Knoxville, Tennessee.

B. Weather at the Time: At 1600 hours on 14 December 1950--"Ceiling-2100 feet; Broken overcast; Seven (7) miles visibility; Temperature- 37 degrees F.; and Wind - Southwest at thirteen (13)miles perhour.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC and W Squadron, 30th Air Division, McGhee Tyson Airport, Knoxville, Tennessee, who were on duty at the time. Their occupations are Radar operators, Supervisors, and experts.

D. Photographs of Objects, if available: No photographs taken. See "F" below.

E. Object Sighted: A group of targets blanketed the Radar Scopes in the area directly over the government Atomic Energy Commission projects at Oak Ridge, Tennessee. These objects could not be identified from the radar image and a perfect fighter interception met with negative results.

F. Any other pertinent information: Lt, Robinson of the 663rd AC and W Squadron, McGhee Tyson Airport, Knoxville, Tennessee took photographs of the scope readings with a personal, four (4) by five (5) Speed Graphic Camera, using Plus-X civilian procured film, a lense opening of F-2.5, and a shutter speed varying from twenty (20) to fourty-five (45) seconds. The negatives were printed and forwarded to the 30th Air Division, Selfridge Air Force Base, Michigan, which installation printed the negatives and sent copies thereof tbthe 663rd AC and W Squadron. The numerous targets can readily identified from the permanent radar echos by comparing the photographs. (B-2)

SOURCE: Personnel and logs of the 663rd AC and W Squadron, McGhee Tyson Airport, Knoxville, Tennessee.

20 January 1951

111th CIC Detachment, FA 18, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(In compliance with letter AJACI-360.33 General, dated 15 November 1950. Headquarters, Third Army, Subject; Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting: On 1247 hours on 20 December 1950.

B. Weather at Time of Sighting; At 1200 hours on 20 December 1950; Ceiling - 2700 feet; broken overcast; Seven miles visibility; Temperature - 37 degrees F; Dew Point - 31 degrees; and Wind - Calm.

C. Names, Occupations, and Addresses of Witnesses: Personnel of the 663rd AC &C Squadron, and the 5th AN Fighter Squadron, McGhee Tyson Airport, Knoxville, Tennessee

D. Photographs of Objects, if available: None

E. Object Sighted: The radar log of the 663rd AN and C Squadron, McGhee Tyson Airport, Knoxville, Tennessee contained the following entry; "20 December 1950. 1247 hours. Small paint in area (Oak Ridge Controlled Area). Very, very slow. Made perfect intercept (with F-82 Fighter aircraft) and orbit surrounding small smoke cloud."

F. Any other pertinent information: This report is made because of its possible aid in determining the identity of the numerous unidentified objects sighted over Oak Ridge, Tennessee.

SOURCE: Personnel of 663rd AC &W, Squadron, McGhee Tyson, Knoxville, Tennessee, and the log of the 663rd AC&W Squadron.

62-83894-265

ENCLOSURE

111th CIC Detachment, FA[illegible] # 8, P.O. Box 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

(in compliance with letter AJACI-360.33 General, dated 15 November 1950, Headquarters Third Army, Subject; Unconventional Aircraft, the following is submitted.)

A. Location and Time of Sighting: At 2145 hours on 16 January 1951.

B. Weather at the Time of Sighting: Clear; visibility twenty (20) miles; Temperature - 37 degrees F.; and Wind - Southeast at five (5) miles perhour. Winds aloft: At 2000 feet - 240 degrees at 3 knots
3000 " - 210 " " 3 knots
4000 " - 209 " " 5 knots

C. Names, Occupations and Addresses of Witnesses: 663rd AC&W Squadron Personnel who are Radar operators. AEC Patrol Personnel, policemen at Oak Ridge, Tennessee. Captains L.C.M. Clevenger and Wm. Aiken, Controllers of 663rd.

D. Photographs of Objects if available: None

E. Object sighted: Two bright objects in the sky, one of which was east of McGhee Tyson Airport and the other was west. The object to the east was a light, brighter than any other star, emitting intermittant glows of various colors in the color spectrum. An aircraft attempted interception and found that he was heading directly for a star. Weather personnel explained that the spectural reflection of the star was caused by the volumn of atmosphere and physical matter, together with heat, which must be looked through to see a star close to the horizon. These phenomenon caused refraction of the light rays from the star thereby reflecting a continuous spectural change of light color.

The light to the West was observed through a twenty (20) power spotting scope and the light seemed to be descending. It took about one hour to descend behind trees making it disappear from the sight of observers. Captain Clevenger stated that this light, when viewed through the spotting scope, took on many peculiar forms, with lines, cores, tails, etc, therein, thus generally fitting the description of all "flying saucers" ever described to him.

Shortly after this object disappeared from sight (behind trees) AEC personnel at Oak Ridge, Tennessee reported they had sighted an object about twelve (12) miles Southeast of the K-25 Plant in the Controlled Area. They also observed the aircraft which had been sent for interception but stated the aircraft was "too far north". The aircraft made no identification, and AEC personnel later reported that they had observed a star.

20 January 1950

111th CIC Detachment, 1 # 8, P.O. Box 379, Knoxville, nnessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

F. Any other pertinent information: The Commanding Officer of the 663rd AC&W Squadron, 30th Air Division, McGhee Tyson Airport, Knoxville, Tennessee, in a letter to his Commanding Officer on 17 January 1951, Subject; Report of Unusual incident 2145 hours 16 January 1951, stated;

1. In compliance with telephone instructions from the ADCC 17 January 1951, the following unusual incident report is herewith submitted;

Time Date-16 January 1951

1915: An unusual airbourne object was sighted approximately 10 miles WNW of the station, the lighted object was very similar to a star but much brighter and slightly larger than other visible stars at the time, as observed the object seemed to be approximately 6,000 feet above the terrain and descending slowly. As the object appeared to be over or near the Oak Ridge Area, the AEC Patrol Headquarters was notified and their ground observer alerted. About this time some interference was noted on the Radar Scopes (AN/CPS-11 in the approximate area of the observed object; however, no interference was noted on the height finder (AN/CPS-4) (See attached Form 117 dtd 17 Jan 1951

1925: Object still apparently descending, F-82 scrambled to attempt interception, still no report from AEC Headquarters.

1930: Similar object observed 15 to 20 miles east of station; seems to be ascending rather than descending.

1935: AF 7177 (Locally homed and piloted by assigned sq officer) C-45 -enroute CHA to tys, requested fixed to steer to tys - A/C fixed 25 miles SW of station, Pilot Major Raymond C. Care - AF 7177 requested to investigate object east of station.

1945: AF 7177 sighted subject object and reported it to be a star

1945: F-82 orbiting S/E corner of Oak Ridge Area no electronic or visual observation still no electronic observation by station 47.

1946: Visual observation reported by Oak Ridge Ground Observers, 12 miles southeast of K-25 area (This is in the SE corner of Oak Ridge Area) F-82 in sight and is north of object. F-82 vectored south toward object no contact, electronic or visual. Object report 2400 feet above terrain by Oak Ridge Observers.

1955: Oak Ridge Patrol Headquarters reports that observed object determined (to be a star)

111th CIC Detachment, FAO #8, P.O. 379, Knoxville, Tennessee

OBJECTS SIGHTED OVER OAK RIDGE, TENNESSEE

to be a star.

2000:F-82 reports clear sailing and no restrictions to visibility, still patroling area for possible pickup of object, still no joy."

NOTE: This is an extract of the information listed in logs kept at the Radar Site by Radar Personnel. (B-2)

SOURCE: Personnel as in "C" above.

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

RECEIVED FROM G-2 THROUGH LIAISON CHANNELS

DATE 12/15/50

[redacted] PARAPHRASE NOT REQUIRED

PRIORITY.

FROM: CGUSARAL FT RICHARDSON ALASKA FROM ARGSI

TO: DEPTAR WASH DC FOR ACOFS G2

G.I.R.-1

DTG: 150345Z 15 DEC 50

Alas Air Comd reports military jet pilots vic Fairbanks while over Weeks International Field at an altitude of 8000 feet observed a flash of light, yellow in color at an altitude between 25,000 and 30,000 feet. Horizontal distance to object was aprx 50 miles. Soon after flash a dark brown smoke appeared to rise or climb at an angle of 40 degrees. At the leading edge of the smoke at aprx 100 feet appeared an object either cigar shaped or a fuselage without wings travelling at terrific speed. Pilots started pursuit on heading of 210 degrees mag, indicating 380 at a very steep climb. Pursuit continued until pilots reached village of clear and lost sight of object. Meantime object gained altitude and speed and disappeared because of distance of aprx 50 to 55,000 feet. Color of smoke brown, color of object dark and no reflection from sunlight. Pilots assured of shape because of perfect silhouette against the sun. One pilot had object in view aprx 4½ mins. First sighted at 150026Z. Coordinates 64 degs 13 mins North, 149 degs 30 mins West. Add info will be fwd when obtained.

162-53894
NOT RECORDED
17 DEC 21 1950

Classification (cancelled) changed to
effective on 17 OCT 1978
under the authority of AFR 205-1
by [illegible]

ACTION: G2.

INFO: G3, AF

Lillian
Flying Dire file
Ethan

5-Ethan

CM IN 932 (15 Dec 50) DTG: 150345Z rvk/7

DECLASSIFIED BY ORDER
OF THE SEC ARMY BY TAG
FEB 078-072

[redacted] 141 DEC 15 50

[redacted] COPY NO.

OCS FORM 1 JAN 1 61 DEC 27 1950

REPLACES DA SCO FORM 22-1, 15 JAN 48, WHICH MAY BE USED. U.S. GOVERNMENT PRINTING OFFICE

DIRECTOR, FBI CONFIDENTIAL November 4, 1950

SAC, KNOXVILLE

declassified 2010 8/31/77 HP

DETECTION OF UNIDENTIFIED OBJECTS
AT OAK RIDGE, October 20,23,24,26, 1950
PROTECTION OF VITAL INSTALLATIONS

Flying Saucers

Remylet October 18, 1950.

Submitted herewith is copy of CIC reports on above caption matter. Further information as received will be forwarded to Bureau.

Encl. (Air Mail)
CCM:JF
65-475

ORIGINAL COPY FILED IN

162-83894-
NOT RECORDED
98 1950 NOV 22

INITIALS ON ORIGINAL

6 DEC 2 1950

DEC - 8 1950

TELETYPE

FBI, RICHMOND 12-8-50 12-09 PM G.L MEW

DIRECTOR URGENT

RE FLYING SAUCERS. THIS OFFICE VERY CONFIDENTIALLY ADVISED BY ARMY INTELLIGENCE, RICHMOND, THAT THEY HAVE BEEN PUT ON IMMEDIATE HIGH ALERT FOR ANY DATA WHATSOEVER CONCERNING FLYING SAUCERS. CIC HERE STATES BACKGROUND OF INSTRUCTIONS NOT AVAILABLE FROM AIR FORCE INTELLIGENCE, WHO ARE NOT AWARE OF REASON FOR ALERT LOCALLY, BUT ANY INFORMATION WHATSOEVER MUST BE TELEPHONED BY THEM IMMEDIATELY TO AIR FORCE INTELLIGENCE. CIC ADVISES DATA STRICTLY CONFIDENTIAL AND SHOULD NOT BE DISSEMINATED.

62-83894-262

AUERBACH DEC 13 1950

RECORDED - 81 3

EX-16

END ACK

12-11 PM OK FBI WA NRJ

65 DEC 19 1950

cc Nease

COMMUNICATIONS SECTION

TELETYPE

FBI WASHINGTON DC 12-5-50 4-47 PM GAR

SAC, KNOXVILLE URGENT

DETECTION OF UNIDENTIFIED OBJCXXX OBJECTS OVER OAK RIDGE AREA, PROTECTION OF VITAL INSTALLATIONS. REURTEL DECEMBER FOUR LAST REGARDING POSSIBLE RADAR JAMMING AT OAK RIDGE. ARRANGEMENTS SHOULD BE MADE TO OBTAIN ALL FACTS CONCERNING POSSIBLE RADAR JAMMING BY IONIZATION OF PARTICLES IN ATOXXX ATMOSRHERE. CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE WHETHER INCIDENT OCCURRING NORTHEAST OF OLIVER SPRINGS, TENNESSEE, COULD HAVE HAD ANY CONNECTION WITH ALLEGED RADAR JAMMING. SUTEL IMPORTANT DEVELOPMENTS.

HOOVER

END

CORRECT LAST WORD FIRST LINE PLS

PROTECTION

OK D FBI KX OLO

62-83814-

4950 DEC 20

ORIGINAL COPY FILED IN

DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

OCT 13 1950

TELETYPE

SAC, KNOXVILLE 10-13-50 8-26 PM JTC

DIRECTOR, FBI URGENT

Flying Saucers

RADAR DETECTION OF UNIDENTIFIED OBJECTS OVER OAK RIDGE OCTOBER TWELVE, NINETEEN FIFTY, PROTECTION OF VITAL INSTALLATIONS. USAF RADAR INSTALLATION AT KNOXVILLE AT ELEVEN TWENTYFIVE PM, EST, OCTOBER TWELVE, PICKED UP INDICATIONS OF ELEVEN OBJECTS AND PERHAPS MORE TRAVELING ACROSS CONTROLLED AREA OF ATOMIC ENERGY INSTALLATION AT OAK RIDGE. ALTITUDE OF OBJECTS VARIED FROM ONE THOUSAND TO FIVE THOUSAND FEET, COURSES FROM SOUTH SOUTH EAST TO SOUTHEAST, AND DENSITY FROM READING MADE BY LIGHT AIRCRAFT TO AIRCRAFT EQUAL IN SIZE TO C FORTY SEVEN, SPEED FROM ONE HUNDRED TO ONE HUNDRED TWENTYFIVE MILES PER HOUR. FIGHTER PLANE ATTEMPTED TO INTERCEPT IN FEW MINUTES AND RADAR SCREEN REFLECTED CONTACT, BUT PLANE REPORTED NO OBJECT COULD BE SEEN EITHER VISUALLY OR ON PLANES RADAR SCREEN. AEC PATROL WAS ALERTED BUT NO OBJECTS COULD BE VISUALLY SIGHTED BY THEM OVER THE AREA OTHER THAN THE AIR FORCE INTERCEPTOR. OSI AND EASTERN AIR DEFENSE FORCES HAVE BEEN ADVISED AND ARE CHECKING INCIDENT. NO REASONABLE EXPLANATION FOR RADAR READINGS YET DEVELOPED ALTHOUGH OPERATORS ARE EXPERIENCED RELIABLE PERSONNEL AND RADAR SET IS IN PERFECT OPERATING CONDITION. BUREAU WILL BE ADVISED OF FURTHER DEVELOPMENTS.

MOREY

ACK AND HOLD PLS

8-31 PM OK FBI WASH DC CAR

62-82708-26

NOT RECORDED
15 1950 NOV 22

INITIALS OF ORIGIN

LOCKED

5 DEC 7 1950